(d) what is Government's reaction thereto?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND): (a) and (b) The HBJ pipeline already passes through the State of Madhya Pradesh.

(c) and (d) The gas based projects in Madhya Pradesh are NFL's fertiliser plant and GAIL's LPG plant at Vijaipur. A polyoropylene plant is also proposed to be set up at Vijaipur by GAIL.

Promotion of SC/ST employees in Western Railway

3932. SHRI RAM DEO BHANDARI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the authorities of Jaipur Zone of Western Railway have not been promoting the SC-ST employees even when the General Manager's Office has recommended for their promotion; and

(b) if so, what action Gobernment propose to take against such officers for non-compliance of the reservation policy of the Government?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) No, Sir.

(b) Does not arise.

Suburban Railways

3933. SHRI SATISH PRADHAN: Will the Minister of RALWAYS be pleased to state:

(a) whether Government are aware of ever increasing overcrowding in locals plying on suburban railways;

(b) if so, what are the immediate plans or long term proposals to deal with the terrible problem of overcrowding on locals at Bombay;

(c) the details of funds provided for improving services and facilities on Bombay surban during Eighth Five Year Plan Scheme-wise;

(d) whether any ground railway proposal is under consideration which could be or possible solution to the over crowding on suburban railways; and

(e) the income from and expenditure on suburban railways during the past three years and the projected trends of revenue and investment for the next three years?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes, Sir.

(b) Introduction of trains is a continuous process subject to availability of resources. From 1.7.1992, 54 local trains have been introduced in Bombay suburban area operated under both Central and Western Railways Systems.

(c) and (e) During the Eighth Five Year Plan, Rs. 700 crore have been planned for investment in Metropolitan Transport Projects and Rs. 4,500 crore on Traffic Facility Works over entire Indian Railways. Area-wise and scheme-wise invesments will be planned every year as per needs. The latest figures of earnings and expenditure on suburban sections of Indian Railways are as under:—

(figures in Rs. crores)

Year	Expenditure	Earnings
1988-89 . .	419.78	297.77
1989-90 . .	510.63	313.01
1990-91 . .	575.16	367.85

The suburban earnings for the year 1991-92 (Revised Estimates) and 1992-93 (Budget Estimate) are estimated at Rs. 394 crores and Rs. 547 crores respectively. No projection of earnings has been made yet for the year 1993-94. As regards the expenditure on suburban section, the track and other assets are commonly used by suburban and non-suburban trains. The expenditure on the

suburban portion is worked out yearly on closure of the accounts according to a laid down procedure.

(d) Railways are implementing two major projects viz. (i) Mankhurd-Belapur rail line (cost Rs. 287 crores) and (ii) Additional pair of lines between Bandra and Andheri (cost Rs. 62 crores), to improve suburban services in Bombay.

Running speed of the trains in N.P. Railways

3934. SHRI BHADRESHWAR BURAGOHAIN: Will the Minister of RAILWAYS be pleased to state:

(a) what is the present running speed of the trains in N.E.F. Railways;

(b) what are the reasons for slow speed of trains on this railway;

(c) the details of the running speed of all the trains in all the Railway Zones in India; and

(d) what are the reasons for this disparity?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) The average speed of Mail/Express trains on Northeast Frontier Railway was 39.77 KMPH on Broad Gauge and 27.72 KMPH on Metre Gauge during 1990-91.

(b) The average speed of trains on N.F. Railway is affected due to predominance of single line section, stoppages etc.

(c) The average speed of Mail/Express trains on other Zonal Railways during 1990-91 was as under:—

Railways	Broad Gauge	Metre Gaue
Central	52.02	..
Eastern	48.28	..
Northern	41.22	38.55
North Eastern	42.74	31.20
Southern	48.80	40.94
South Central	49.09	37.81
South Eastern	45.29	..
Western	54.80	39.59
Indian Railways	47.57	36.89

(d) The disparity in average speed are due to traction, type of service, stoppage etc.

रेलवे द्वारा कच्चे लोहे की कम सुपुर्दगी

3935. **डा जिनेन्द्र कुमार जेन :** क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का ध्यान 1 जून, 1992 के "इकोनामिक टाइम्स" में "फाउन्डरी इंडस्ट्री प्रोटैस्ट्स शार्ट डिलीवरी आफ पिग आयरन" शीर्षक के अंतर्गत प्रकाशित समाचार की ओर दिलाया गया है ;

(ख) यदि हां, तो क्या यह भी सच है कि रेलवे द्वारा खदानों से गंतव्य स्थानों तक 25000 रुपय प्रति वाक्स मूल्य के कच्चे लोहे की चोरी का मामला सरकार की जानकारी में लाया गया है ;

(ग) यदि हां, तो क्या सरकार ने इस समस्या का समाधान करने के उपाय किए हैं ; और

(घ) यदि हां, तो उसका ब्यौरा क्या है ?

रेल मंत्रालय में राज्य मंत्री (श्री मल्लिकार्जुन) : (क) जी हां।

(ख) गंतव्यों पर उतराई के समय उठाईगीरी के ऐसे कुछ मामलों की रिपोर्ट मिली है।